

CAP PILOT FLIGHT EVALUATION - GLIDER

DATE OF CHECK:

MEMBER'S NAME (print or type)		CAP MEMBER EXP DATE	CHARTER NO	AIRCRAFT
TYPE CHECK: (Check all satisfactorily completed flight checks) ___ Initial ___ Cadet Orientation ___ Other _____ ___ Annual Standardization ___ Instructor/Check Pilot				
INSTRUCTIONS				
Sections I and II may be completed separately within a 30-day period before the flight check. All items for the appropriate type check must be completed indicating S - Satisfactory, U - Unsatisfactory or V - Verbally. If a member can satisfactorily perform the more complex maneuvers, less complex maneuvers need not be accomplished at the discretion of the check pilot. Pilots are evaluated on their ability to satisfactorily perform the tasks assigned, knowledge of procedures, smoothness, judgment, and mastery of the aircraft. Failure to meet the standards of performance for any task performed will result in an unsatisfactory evaluation. Tolerances specified in the FAA Private Practical Test Standards represent the minimum performance expected in good flying conditions.				
I. ORAL DISCUSSION		V. GROUND LAUNCH (AUTO OR WINCH)		
A. CAPF 5 Written Exam			A. Visual Signals	
B. Review CAPR 60-1 & Supplements			B. Normal & Crosswind Takeoffs	
C. Review Flight Release Procedures			C. Ground Launch Abnormal Occurrences	
D. Review CAPF 9 Requirements			VI. IN-FLIGHT MANEUVERS	
E. Local Procedures			A. Straight Glide	
II. PREFLIGHT PREPARATION			B. Turns to Headings	
A. Certificates & Documents			C. Steep Turns	
B. Obtaining Weather Information			D. Maneuvering at Critical Slow Airspeed	
C. Flight Instruments & Systems			E. Stall Recognition and Recovery	
D. Determine Performance & Limitations			VII. PERFORMANCE AIRSPEEDS	
E. Flight Preparation & Planning			A. Minimum Sink Airspeed	
F. Equipment			B. Speed-to-fly	
G. Aeromedical Factors			VIII. SOARING TECHNIQUES	
III. GROUND OPERATIONS			A. Thermal Soaring	
A. Assembly			B. Ridge and Slope Soaring	
B. Visual Inspection			C. Wave Soaring	
C. Ground Handling			IX. APPROACHES AND LANDINGS	
D. Pre-takeoff Check			A. Traffic Pattern	
E. Post-flight Procedures			B. Normal and Crosswind Landings	
F. Takeoff Briefing			C. Slips to Landing	
IV. AEROTOW LAUNCH			D. Downwind landing	
A. Visual Signals			E. Simulated Off-airport Landings	
B. Normal & Crosswind Takeoffs			X. SAFETY AWARENESS	
C. Maintaining Tow Position			A. Clearing	
D. Slack Line Procedures			B. Collision Avoidance	
E. Boxing the Wake			C. Checklist Usage	
B. Tow Release			D. Stall / Spin Awareness	
C. Aerotow Abnormal Occurrences			E. Vigilance, Risk Management & Judgement	
			BFR DATE: _____ FAA Pilot Certificate No: _____	
I certify that I have read and understand all applicable FAA, CAP, and state regulations pertaining to flying subject aircraft. I acknowledge any restrictions or training requirements stated above. I also understand that maintaining currency, recurring requirements, and compliance with applicable directives is my personal responsibility.				
DATE	MEMBER'S NAME & GRADE (Print or Type)		MEMBER'S SIGNATURE	
I certify that I have administered a CAP flight check as indicated and that the below named CAP member: (Evaluator initial blanks) ___ Has demonstrated proficiency required to fly the indicated aircraft. ___ Not qualified. Requires additional training and recheck. ___ Has demonstrated proficiency required to be a cadet orientation pilot. ___ Has a current CAPR 60-1 and is aware of the Statement of Understanding requirements.				
COMMENTS:				
DATE:	FLIGHT TIME:	EVALUATOR'S NAME & CERT NO:	EVALUATOR'S SIGNATURE:	
NAME & GRADE OF UNIT OPERATIONS OFFICER:		SIGNATURE:		DATE:

STATEMENT OF UNDERSTANDING
1 January 1992

In order to fly CAP aircraft, I understand I must meet Federal Aviation Administration and CAPR 60-1, *Flying, CAP Flight Management*, requirements. I understand that these directives are changed from time to time and it is my responsibility to know and comply with these changes. I also understand that violation of these requirements may result in action being taken against me under the provisions of CAPR 60-1 and CAPR 62-2, *Safety, Mishap Reporting and Investigation*. I understand the provisions of CAPR 62-2 and CAPR 900-5, *The CAP Insurance/Benefits Program*, regarding liability for damage to CAP property.

Signature

Date

NOTE: A copy of this statement will be retained in the pilot's flight records.

GLIDER QUESTIONNAIRE

Name _____ Grade _____ CAPSN _____ Unit _____ Date _____
 Check Pilot _____ Grade _____ CAPSN _____ Score _____ Type/Model Acft _____

Complete this open book questionnaire using the *Flight Manual/Pilot's Operating Handbook*. If a question or part of a question is not applicable, write in NA. Prior to the flight the check pilot will review the questionnaire with the examinee. All questions will be corrected to 100%. The corrected questionnaire will be filed in the pilot's flight records.

1. List the airspeed for the following flight characteristics and limitations:

	<u>Solo</u>	<u>Dual</u>
a. Best Glide Speed	_____	_____
b. Minimum Sink Speed	_____	_____
c. Stall Speed (straight ahead)	_____	_____
d. Stall Speed (30 degree bank)	_____	_____
e. Maximum Aero Tow Speed	_____	_____
f. Maximum Auto/Winch Tow Speed	_____	_____
g. VNE (velocity not to exceed)(redline)	_____	_____
h. Va (maneuvering speed)	_____	_____
i. Pattern Speed	_____	_____

2. Give your immediate action for a rope or cable break?

3. Explain your plan for a rope/cable break at the following altitudes:

- a. Below 200 feet agl, above ground level: _____
- b. Above 200 feet agl, above ground level: _____
- c. Above 800 feet agl, above ground level: _____

4. Define "ABBCCCDDE":

A _____ B _____ B _____ C _____ C _____ C _____ D _____ D _____ E _____

5. Define "STALL" or "USTALL".

U _____ S _____ T _____ A _____ L _____ L _____

6. What is the maximum demonstrated takeoff/landing crosswind component?

7. List and explain the steps in spin recovery?

8. What is the minimum front/single seat weight? _____

9. Maximum gross takeoff weight is _____ pounds. Empty weight is _____ pounds. Useful load is _____ pounds.

10. Complete a weight and balance problem using you and your check pilot's weight.

ANNUAL CAP FORM 5 WRITTEN EXAMINATION - GLIDER
2001/2002

(ALL PRIOR TESTS ARE OBSLETE)

Circle the correct answer

1. What are the minimum standards for CAP flight operations? (CAPR 60-1, introduction)
 - a. CAPR 60-1.
 - b. FAA requirements.
 - c. CAPR 01-1.
2. Since CAP is federally funded, the right to operate CAP aircraft is a right guaranteed by congress. (CAPR 60-1, paragraph 1-2.)
 - a. Correct.
 - b. Incorrect.
3. If you wing has an Operations Instruction (OI) that affects glider operations you should be familiar with all it's requirements. If your Wing's OI is affected by a change to CAPR 60-1, how long will your Wing's current OI stay in effect after the publication of CAPR 60-1? (CAPR 60-1, paragraph 1-3.b.)
 - a. 12 months.
 - b. 3 months.
 - c. 6 months.
4. Which of the following is prohibited equipment in CAP gliders? (CAPR 60-1, paragraph 2-16.)
 - a. Boots.
 - b. Cameras.
 - c. Portable handheld aviation transceivers.
5. Can a glider instructor pilot who is involved in an aircraft mishap while on a CAP flight activity participate as a cadet orientation pilot in subsequent missions while waiting for the results of the mishap investigation? (CAPR 60-1, paragraph 2-7.)
 - a. Yes, as long as he is the pilot-in-command.
 - b. No, he may not participate in any CAP flight activity.
 - c. Yes, with the Region Commanders written authorization.

6. Can a CAP pilot have his/her CAP flying privileges permanently revoked due to an incident? (CAPR 60-1, paragraph 2-11.e.)
 - a. Yes, if he has had three or more incidents, as defined by FAR part 830, regardless of cause.
 - b. Yes, if he has had two or more incidents, as defined by FAR part 830, which involved gross negligence of the pilot.
 - c. Yes, if he has had one or more incidents, as defined by FAR part 830, which involved pilot error.
7. A CAP pilot who willfully violates CAPR 60-1 more than two times will (CAPR 60-1, paragraph 2-11.f.)
 - a. have to answer in writing to the Wing Commander as to the reason for the violation.
 - b. have their flying privileges permanently temporarily suspended.
 - c. have their CAP flying privileges permanently revoked and be subject to loss of CAP membership.
8. What is the crosswind limit for an aircraft with a POH that does not specify a maximum demonstrated crosswind figure? (CAPR 60-1, paragraph 2-14.)
 - a. 14 knots.
 - b. 12 mph.
 - c. 15 knots.
9. As a CAP check pilot you can administer a flight check in any glider with in Group 7. However, you still have a personal requirement to complete a CAPF 5 flight check in a glider in order to function as pilot in command in that particular glider. If you have completed your annual Civil Air Patrol Form (CAPF) 5 flight check in your Grob 103. Can you fly as PIC in the corporate Blanik L-23? (CAPR 60-1, paragraph 3-5.d.)
 - a. No, you need a separate annual check ride in the Blanik L-23.
 - b. Only if you have had an initial CAPF 5 flight check that was accomplished in a corporate Blanik L-23.
 - c. You can fly the L-23 if you have had an initial CAPF 5 flight check in L-23 and complete an L-23 aircraft questionnaire in accordance with CAPR 60-1 paragraph 3-5.g.
10. What must you prove prior to beginning a CAPF 5 check ride? (CAPR 60-1, paragraph 3-5)
 - a. You are qualified in the specific aircraft.
 - b. You have FAA passenger carrying proficiency in category only.
 - c. You have FAA passenger carrying proficiency in category and class of aircraft being used during the check ride.
11. The minimum level of proficiency acceptable is that contained in the current FAA PTS for the certificate (CAPR 60-1, paragraph 3-5.)
 - a. held.
 - b. being exercised.

12. You are transferring into a new Wing. Can the Wing Commander force you to take an additional CAPF 5 check ride?(CAPR 60-1, paragraph 3-5.j.)

- a. Yes, the gaining Wing Commander may require a re-evaluation of your pilot skills.
- b. No, a CAPF 5 check ride is valid across all of CAP and re-evaluation of your skills is only required if you have an accident.
- c. Yes, but only if the Wing Commander suspects lack of proficiency.

12. You are a New Mexico CAP pilot living next to the Colorado border and want to take your CAPF 5 with a check pilot who is a member of the Colorado wing located only three miles from your unit. What approval if any must be obtained? (CAPR 60-1, paragraph 3-5.i.)

- a. Approval from the Colorado Wing Standardization and Evaluation Officer.
- b. No approval is necessary.
- c. Approval from the New Mexico Wing Standardization and Evaluation Officer.

13. After flying for CAP as a glider cadet orientation pilot for 1 1/2 years you have decided to work on your instructor rating. Can you pay a CAP instructor pilot to give you instruction? (CAPR 60-1, paragraph 2-1.l.)

- a. Yes, if he is a FAA designated examiner.
- b. Yes, as long as the flight instruction is released as an Air Force authorized flight.
- c. No, the flight instructor cannot be compensated and the mission cannot be flown as an Air Force authorized flight.

14. You are a CAP senior member who holds an FAA recreational pilot certificate. Can you obtain flight training in a CAP aircraft toward a private pilot certificate? (CAPR 60-1)

- a. Yes, if you have been an active member of CAP for over one year.
- b. Yes, if you have been appointed and functioned as a transport pilot for a minimum of 100 hours.
- c. No, instruction for FAA recreational pilots is considered powered student pilot instruction, which is prohibited for CAP senior members.

15. You just received your initial CAPF 5 flight check in your Cessna 175. Can you fly your buddy's Cessna R172 at the upcoming SAR evaluation without a flight check in the aircraft? (CAPR 60-1, Table 3-1, notes)

- a. No, an initial check ride has to be completed in each type of aircraft.
- b. No, the Cessna 175 is in group 1 and the Cessna R172 is in group two.
- c. Yes, an initial checkride in the Cessna 175 satisfies the initial checkride requirement for the PA-28 140.

16. Your annual checkride is due on the 31st of the month and you have scheduled a checkride at a wing sponsored checkride clinic to be held on the 25th of the month. Who must ensure the flight release is obtained for the checkride. (CAPR60-1, paragraph 4-1.)

- a. The flight clinic organizer is responsible for the flight release.

- b. Since the checkpilot is the pilot-in-command, he/she has to obtain the flight release.
 - c. The pilot-in-command must obtain the flight release.
17. Can a CAP-USAF Flight Examiner give you a CAPF 5 checkride? (CAPR 60-1, paragraph 3-5.d.)
- a. Yes.
 - b. No.
18. When CAPR 60-1 is changed, how can you note the changes? (CAPR 60-1, Introduction)
- a. Shaded areas identify new and revised material.
 - b. In the summary of changes.
 - c. An asterisk denotes each change.
19. Can a pilot take an annual CAPF 5 check ride from the same check pilot three years in a row? (CAPR 60-1, 3-5.c.)
- a. Yes.
 - b. No.
 - c. Yes, but only with your Wing Commander's written approval.
20. Must the Statement of Understanding be accomplished yearly? (CAPR 60-1, attachment)
- a. Yes.
 - b. No.

Compute and present to the check pilot a weight and balance for your check ride using the evaluation aircraft and the weight of the check pilot. (If check pilot weight is not known use 180 lbs. and update prior to the flight check.)

ADMINISTRATION OF CAPF 5/5G FLIGHT CHECKS

CAPR 60-1 requires specific actions and steps be taken for the successful completion of a CAPF 5 flight check. The following guidelines are provided to assist in the administration of CAPF 5 flight checks. Their purpose is to standardize the administration of flight checks throughout CAP, enable all check pilots and applicants to clearly understand what is expected of them during a flight check.

1. Advance Preparation. The applicant shall:

a. Unless satisfactorily accomplished as part of CAPF 5 flight check within the preceding 12 months, complete the CAPF 5 written examination.

(1) This examination is a take home, open book review of FAA and CAP flight procedures. The applicant is expected to refer to the applicable regulations and procedures in accomplishing this examination.

(2) The completed and graded examination (80% minimum score required) is presented to the check pilot who will administer the remainder of the flight check. The flight check must be accomplished within 90 days of the date on which the written examination is completed. The examination may be taken on-line from the NHQ CAP web site.

b. Obtain a blank CAPF 5 and complete the identifying information.

c. For an annual standardization flight evaluation, complete an airplane or glider questionnaire for all aircraft (within category) the CAP pilot is authorized to fly. Other evaluations require a completed aircraft questionnaire for the aircraft used during the flight evaluation.

d. The applicant must provide proof of FAA passenger carrying proficiency [as stated in FAR 61.57(a)(1)] in category and class prior to beginning a CAP flight check.

e. Contact an authorized CAP check pilot to schedule the flight check.

2. Preflight. At the time of the flight check:

a. The applicant shall:

(1) Obtain a flight release for the flight check from a designated flight release officer and inform the check pilot of the release (the applicant is pilot-in-command unless specific circumstances dictate the check pilot function as such for a portion or all of the flight). (If the check pilot is to function as the pilot-in-command, the check pilot will obtain the flight release.)

(2) Wear an appropriate CAP uniform.

(3) Present the following items to the check pilot:

(a) Completed and graded CAPF 5 written examination or evidence that it has been satisfactorily accomplished within the preceding 12 months.

(b) Completed aircraft questionnaires in accordance with 1.c. above.

(c) Partially completed (identifying data) CAPF 5.

(d) Valid FAA pilot certificate and current FAA medical certificate.

(e) Current CAP membership card. (Exception: CAP LOs are not required to have a membership card.)

(f) Aircraft log books (or other evidence to verify the airworthiness status) for the airplane used for the flight check.

b. The check pilot shall:

(1) Verify both the applicant and check pilot wears an appropriate CAP uniform.

(2) Obtain the following documents from the applicant:

(a) A completed and graded CAPF 5 written examination, if applicable (see paragraph 3-5f).

(b) CAPF 5 with identifying data entered.

(c) Completed aircraft questionnaire(s).

(d) Valid FAA pilot certificate and current FAA medical certificate.

(e) Current CAP membership card. (Exception: CAP LOs are not required to have a membership card.)

(2) Review the CAPF 5 written examination and discuss incorrect answers or obvious problem areas. For flight checks in a particular aircraft type, review the aircraft questionnaire and ensure the applicant has a thorough knowledge of the aircraft, its operating limitations, procedures, performance, loading and systems.

(3) Proceed with the flight check by accomplishing an oral review of those items on the CAPF 5 that cannot be accomplished in flight. The appropriate items shall be marked "V" to indicate verbal discussion.

(4) Question the applicant on any material related to the flight check deemed necessary to determine the qualifications of the applicant.

(5) Verify the aircraft to be used is in an airworthy condition and that all required documents are in order.

3. In-Flight Evaluation.

a. The applicant is usually pilot-in-command unless specific circumstances require the check pilot to function as such for a portion of the flight. Any such conditions will be clearly discussed and agreed to prior to conducting the flight check. If circumstances require the check pilot to assume command of the aircraft during the flight check to prevent a dangerous situation, the flight check shall be considered unsatisfactory and immediately terminated.

b. The check pilot will observe the applicant accomplish requested flight maneuvers and demonstrations in accordance with the criteria contained in the appropriate FAA Pilot Practical Test Standards without assistance from the check pilot. The check pilot may exercise some discretion in providing limited instruction to correct minor deficiencies observed, however, such activity will be restricted to a few minor items. Numerous deficient areas and unfavorable trends are evidence of substandard pilot proficiency and will be considered evidence of unsatisfactory performance.

c. For applicants holding an instrument rating or Airline Transport Pilot (ATP) certificate and desiring to exercise instrument privileges on CAP flight activities, the check pilot will observe the applicant demonstrate instrument proficiency during at least partial panel unusual attitude recovery, holding patterns, and at least one instrument approach. Additional demonstrations can be required by the check pilot if considered necessary to demonstrate an acceptable level of instrument proficiency. (This minimum instrument proficiency demonstration is NOT intended to satisfy the requirements for an instrument competency check.) A FAA recognized flight check requiring a demonstration of instrument competency within 180 days preceding the CAPF 5 flight check may satisfy the requirement.

4. Post-Flight - Review and Documentation.

a. The check pilot shall:

(1) Review the applicant's performance during the flight check and discuss any comments or suggestions.

(2) Complete the appropriate entries on the CAPF 5. Any notations or limitations should be entered in the remarks section. Once the check pilot indicates the flight check is begun, a completed CAPF 5 is required.

(3) Return the completed CAPF 5, aircraft questionnaire (if applicable), and written examination (if applicable) to the applicant for copying and distribution as necessary.

b. If the flight check is unsatisfactory, the applicant shall be informed as to the specific unsatisfactory items. These items shall be noted on the CAPF 5. The check pilot shall return all documents to the applicant. The applicant should be reminded that he/she is required to accomplish the recheck with the same check pilot unless that check pilot agrees to another. Advise the applicant what is necessary to prepare for retaking the flight check and make any necessary arrangements for scheduling it. Ensure the respective wing standardization/evaluation officer and the appropriate wing commander are notified of the failure.

c. Applicants who believe improprieties existed in the administration of their flight check should contact their unit commander to discuss the matter. If the unit commander agrees that a complaint is justified, the standardization/evaluation officer of the wing in which the flight check was given is provided the necessary details concerning the complaint. The standardization/evaluation officer shall promptly investigate any such situations. A report to the unit commander relating the complaint will be provided within 10 days. The unit commander shall notify the applicant of the disposition of the complaint. The decision of the responsible wing standardization/evaluation officer regarding the proper conduct of a flight check is final.